

QA-628

Maryland, Delaware and Virginia Railroad House – West
110 Homestead Lane
Stevensville Vicinity
Queen Anne's County, Maryland

Constructed ca. 1906
Private

Located on the south side of Homestead Lane, near the historic Love Point railroad terminal on Kent Island, the Maryland, Delaware and Virginia Railroad House – West is a two-story cross-gabled wood frame duplex. The house faces north towards the former railroad bed, and is identical to the duplex next to it at 116 Homestead Lane. The duplex has an original single-story shed-roofed porch on the front façade, an open porch on the southwest corner formed by the rear wing, and a single-story addition on the southeast corner. A single-story shed has been added on the south of the building. Original features include the front porch, front door transom on the east half of the duplex, sash windows, and interior details including the stairs and moldings.

The Maryland, Delaware and Virginia Railroad House – West is significant for its association with railroad transportation in Love Point during its heyday, the first half of the 20th Century. Although renovated into a single-family home, it retains many original features.

The Maryland, Delaware and Virginia Railroad House – West is a rare surviving house built for railroad workers during the early part of the 20th Century. This duplex and its twin next door were rented out for a nominal sum to ticket agents, track foremen, freight clerks and their families. Its close proximity to Love Point's railroad station made it highly convenient for these railroad employees. When the railroad ceased operations in 1945, the duplex was sold into private ownership.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-628

1. Name of Property (indicate preferred name)

historic

other 110 Homestead Lane, Maryland, Delaware & Virginia Railroad House - West (preferred)

2. Location

street and number 110 Homestead Lane not for publication

city, town Stevensville X vicinity

county Queen Anne's

3. Owner of Property (give names and mailing addresses of all owners)

name Joseph B. and Judith A. McCartney

street and number 110 Homestead Lane telephone 410-758-0839

city, town Stevensville state MD zip code 21666

4. Location of Legal Description

courthouse, registry of deeds, etc. Queen Anne's County Courthouse liber MWM 304 folio 829

city, town Centreville tax map 40 tax parcel 45 tax ID number 04-005929

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> 1 buildings
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> 1 sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> 1 Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. QA-628

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Maryland, Delaware & Virginia Railroad (M. D. & V. R. R.) Houses – are a pair of two-story duplexes built to accommodate railroad workers and their families (QA-628 and QA-629). When they were built side by side in 1906, these homes were located near the terminus of the M. D. & V. R. R. at Love Point. Passengers and freight traveling to and from Baltimore used steamers that docked at a large pier north east of the homes. The two houses are located south of the former railroad track bed, and the former Love Point Hotel (lost to fire in 1965) was located a short distance to the north, on the other side of the tracks.

This single family home was once a two story wood frame T house duplex, with the east and west units mirroring each other. The front of the T is a side-gable block, four bays wide and two deep, while the stem of the T at the rear is two bays wide, and two bays deep. The foundation of the main block is composed of brick piers that have been enclosed with plywood, which conveys the crawlspace underneath the house. Salmon pink asbestos shingles cover the original wood lap siding on the entire building. A recent frame addition has replaced the original porch on the east side of the rear block.

The front (south) façade of the main block is thirty-eight feet six inches wide. Extending across the south facade is an original one story wood porch with a shed roof set in three feet from the two ends of the house. The cinderblock foundation of the porch extends for two courses above grade, and is vented with louvered metal grates. The solid porch balustrade is covered with asbestos shingles, which most likely covers the original lap siding. Above the balustrade are framed screen panels from which the screening has been removed. The interior of the solid porch balustrade is sheathed with horizontal tongue and groove one-by-six inch pine siding. The bottom board is hinged with T-strap hinges to allow for ventilation of the porch wall. The porch interior was originally divided at the centerline of the house by a half wall matching the exterior profile of the porch. The evidence for this can be clearly seen in the remaining framing and the unpainted outline where the wall was located. The two halves of the porch are accessed through screen doors (replacements), on either side of this partition, which line up with the original front door locations. Only the west entry remains, the east entrance to the second duplex was enclosed at some point in the past. The location of east door can be clearly identified by the replacement asbestos shingles that have not been painted to match the house's predominant salmon pink color, as well as the gap in the corner molding at the ceiling. The entry and screen door for the west entrance are recent replacements, but the original rectangular single-pane transom window remains. The original casings surrounding the entrance are plain one-by-five inch wood pieces painted white to match the rest of the trim on the house.

The fenestration on the first floor consists of two two-over-two original wood sash windows in the east bays and west bays, which are trimmed with the same casing as the front door. The second-floor windows are six-over-six vinyl replacement sash windows. The plastic mounting flanges of the replacement windows have been nailed directly into the original window trim, which has been left exposed. The shed roof on the porch and the main house are 3-tab asphalt shingles. All of the original chimneys on the house have been removed.

The west elevation of the main block is twenty-four feet wide and displays four original two-over-two wood sash on the first and second story. Two smaller original one-over-one wood sash windows are located inside the gable and have been covered with aluminum storm panels. The profile and molding detail of the cornice is clearly visible on this façade. A stock one inch wood quarter round molding is located at the intersection of the soffit and the house, which must have been installed when the asbestos shingles were applied to the house. The soffit projects approximately one foot from the house, and is sheathed in flat wood. It is unvented. A one-by-six inch flat wood fascia board covers the front of the soffit and hangs over the soffit by less than one inch. A small wood ogee crown molding covering half of the fascia extends under the aluminum drip edge that was installed when the house was reroofed. Portions of the cornice are painted white to match the rest of the trim on the house, but about half is unpainted.

The rear block of the house – the stem of the T – is set in five and a half feet from the main block. The west façade of this rear block consists of a one-story porch that extends down the length of the rear block, and which projects approximately three feet beyond the exterior wall of the main block. The porch is supported by four, four inch square posts set on cinderblocks. These posts are obvious replacements, as the originals probably matched the remaining Victorian turned post on the rear porch of QA-629. A nine light half

8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1906-1945

Architect/Builder unknown

Construction dates 1906

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Maryland, Delaware & Virginia Railroad House - is an important contributing property in the proposed Love Point Historic District. Although the exterior and interior have been altered, it retains much of its original form and character. The duplex's 1906 construction date indicates it was built shortly after the M. D. & V. Railroad bought the Love Point line from the Queen Anne's Railroad, which went bankrupt in 1905.¹ This house and the matching house next door (QA-629) were built by the Maryland, Delaware & Virginia Railroad to house its Love Point station staff, who managed the passengers and freight that traveled to and from Baltimore until 1947, when ferry traffic was discontinued.² Passenger traffic on the railroad was discontinued in 1937. The workers who were entitled to rent these residences from the railroad included the ticket agents, track foreman, freight clerk and their families.³ This house provides an important window into the lives of railroad workers in the early part of the 20th century. The house was sold by the railroad into private ownership in 1945.

Love Point was a prime destination for summer vacationers of the late 19th and early 20th centuries, particularly from Baltimore, who sought respite from hot, overcrowded city life. Regular steamboat ferries transported vacationers from Light Street in Baltimore to the eastern tip of Love Point, where a large pier had been built by the Maryland, Delaware and Virginia Railroad. From the pier, passengers could disembark to visit for the day or they could stay overnight at a handful of hotels, including the largest, the Love Point Hotel. The railroad connected Love Point to Lewes, Delaware, making it an integral method of transporting goods to and from Baltimore before the advent of the interstate highway system and the construction of the Bay Bridge. The construction of the Love Point Hotel ca. 1900 created an opportunity for two large developers, who subdivided what had been farmland into hundreds of small building lots intended for vacation homes. However, a combination of fluctuating market conditions, substantial land erosion due to storms, and the discontinuation of ferry and train service prior to World War II led to stagnant sales. During the economic downturn of the 1930s and '40s, many owners were forced into foreclosure for unpaid property taxes. As the highways leading to Atlantic beaches improved, travelers opted to drive themselves rather than the combination of ferry and train via Love Point. The last

¹ Freedman, Janet. *Kent Island*, p. 91-2, and "Corporate Genealogy: Maryland, Delaware and Virginia Railway," available http://rnetzlof.pennsyrr.com/corphist/MD_V.html

² "Era to Pass With Last Puff of Smokey Joe." *Washington Post*. 31 August 1947. The nickname of the ferry was "Smokey Joe."

³ Fifteenth Census of the United States: 1930. District 18-7, pp. 9A, 8B. Rents paid by these families to the railroad ranged from \$10-\$18/month, which seems to have been adjusted according to the employee's position and family size.

9. Major Bibliographical References

Inventory No. QA-628

"Era to Pass With Last Puff of Smokey Joe." Washington Post, 31 August 1947. Page M7.

Fifteenth Census of the United States: 1930.

Freedman, Janet. Kent Island: The Land That Once Was Eden. Baltimore: Maryland Historical Society, 2002.

"I Remember When . . .": Folk History of Queen Anne's County." Centreville: Queen Anne's Record Observer, 1985.

Tilghman, Mary K. "The Love Point Hotel," in The Last Hotel: Eastern Shore Summers and a Vanished Way of Life. Wye Mills, Md.: Chesapeake College Press, 1985.

10. Geographical Data

Acreage of surveyed property	1.672
Acreage of historical setting	unknown
Quadrangle name	Love Point

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The property consists of the original metes and bounds as laid out when the Baltimore & Eastern Railroad (the company that bought out the Maryland, Delaware and Virginia line in 1937) subdivided the land in 1945. The property description for this property and the matching property next door comprises the historical boundaries for these two sites.

11. Form Prepared by

name/title	Kees de Mooy and Amanda Apple, Historic Preservation Planner		
organization	QA Co Dept. of Land Use, Growth Mgmt. and Environ't	date	7/21/2008
street & number	160 Coursevall Drive	telephone	410-758-1255
city or town	Centreville	state	Maryland

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Maryland, Delaware & Virginia Railroad House - West
Continuation Sheet

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glass replacement door is located in the northern bay of the rear block, in the south bay there is evidence that a window has been boarded up. Both exhibit the same original trim details as the other first-floor openings. A six-over-six replacement window is located in the southern bay of the second floor, which lines up with the boarded-up window in the porch below. The cornice details on the rear block match those on the main block the cornice on the rear block extends below the cornice on the main block by approximately six inches. The original interior chimney on the south end of the rear block has been replaced with an exterior brick chimney. A very simple one-story shed addition has been built onto the south elevation of the house. The west elevation of this addition is clad in plywood and has a door made of beaded board and batten hung with exterior strap hinges. The cornice is a simple square boxed soffit, and the roof is covered with the same three-tab shingles found on the rest of the house.

The rear façade of the main block consists of three distinct areas. The first are the five feet six inch insets on either side of the main block, which originally were filled with matching porches. On the west side where the original porch has been rebuilt, a flat board and batten door was installed at some point in the past, most likely to allow access into the house without having to walk through the kitchen. A single six-over-six sash replacement window matching the rest of the house's second floor fenestration is centered above the board and batten door. On the east side of the main block's rear façade, a single-story addition has replaced the original porch. The addition has a roof that matches the roofline of the original porch. A window matching the other second-floor replacements is located above the addition roof, in the same location as the window on the opposite side of the house. The fenestration in the rear block matches the gable ends of the main block. Original two-over-two windows have been left in the first floor, with six-over-six replacements above. Identical one-over-one smaller sashes remain in the gable. The addition on the rear block is built between the first floor windows and the gable end and sheathed in plywood. The cornice details here match the side of the addition.

The west façade of the rear block features a one-story addition that extends six feet beyond the corner of the main block. The addition is built on cinderblock piers and is sheathed with vinyl drop lap siding. Four six-over-six vinyl windows are located in the west façade of the addition. A shed roof with a slope matching the original porch is covered with 3-tab asphalt shingles. A stainless steel round chimney protrudes from the north side of the shed roof and extends above the roof line of the main block. The second floor fenestration mirrors the opposite side of the house – a single six-over-six vinyl replacement window centered in the left bay. The west elevation of the main block matches the gable on the east elevation.

Like the matching house next door, the interior of this house looks like it has been extensively gutted, but only part of the first floor could be seen from the entry door. A return visit with access to the interior may shed more light on the original layout of both of these railroad houses.

The northern boundary of this property is shaped like an arc, which as shown in a 1972 plat (CWC 67/533) was the bed for a spur of the railroad tracks running from the Love Point pier south to Stevensville. The top of one of the wood railroad ties was found in the gravel driveway. The steel tracks must have been removed around the time that the railroad ceased operation in 1937 and when the property was sold into private hands in 1945.

Several very large maple trees dot the property, and were very likely young trees planted by the railroad in the early part of the 20th century. Older aerial photos would help to identify when these were planted, and whether they are set into a regular pattern, which is not evident today due to the overgrowth in the area.

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Continuation Sheet

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passenger ferry, known as "Smokey Joe," stopped operation in 1947. Love Point was all but forgotten in the latter half of the 20th century, but property prices in the area have risen sharply in the last decade due to the demand in waterfront property.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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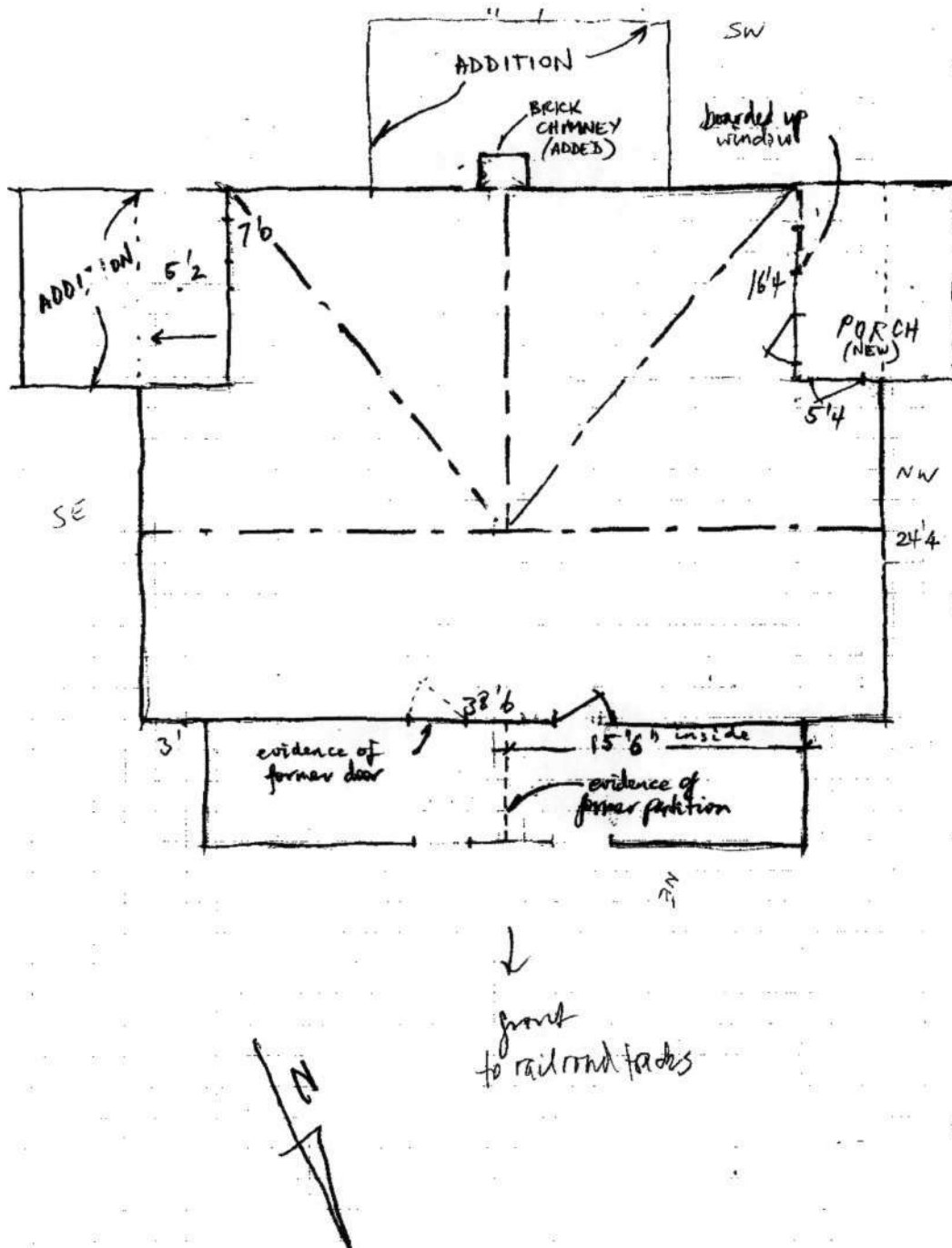
Name Maryland, Delaware and Virginia Railroad House - West
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May 12, 1988	MWM 304/829 Transfer to Joseph B. McCartney and Judith A. McCartney From Howard R. Brown and Mary B. Brown, his wife \$125,000
Oct. 21, 1980	MWM 168/657 Transfer to Howard R. Brown and Mary B. Brown, his wife From Howard R. Brown Ref. to survey by McCrone, May 1962
Nov. 24, 1971	CWC 83/498 Transfer to Howard R. Brown From Patricia F. B. Brown
Dec. 14, 1970	CWC 51/617 Transfer to Howard R. Brown and Patricia F. B. Brown From James J. Kriss and Catherine E. Kriss, his wife
May 19, 1962	TSP 66/292 Transfer to James J. Kriss and Catherine E. Kriss, his wife From Edward A. Jendrek and Hazel G. Jendrek, his wife
Nov. 1, 1947	ASG 18/447 Transfer to Edward A. Jendrek and Hazel G. Jendrek, his wife From E. Earle Phipps and Sally Phipps, his wife
Apr. 23, 1945	ASG 11/216 Transfer to E. Earle Phipps From Baltimore & Eastern Railroad Co. \$1,400 for parcel with buildings and improvements, 3 37/100 ac.
Jan. 2, 1924	BHT 1/400 Transfer to Baltimore & Eastern Railroad Co. From E. B. Leaf Co. \$168,500 for all holdings from Love Point Pier to Lewes, DE

Resource Sketch Map

QA-628 - Maryland, Delaware and Virginia Railroad House - West
Stevensville vicinity, Queen Anne's County

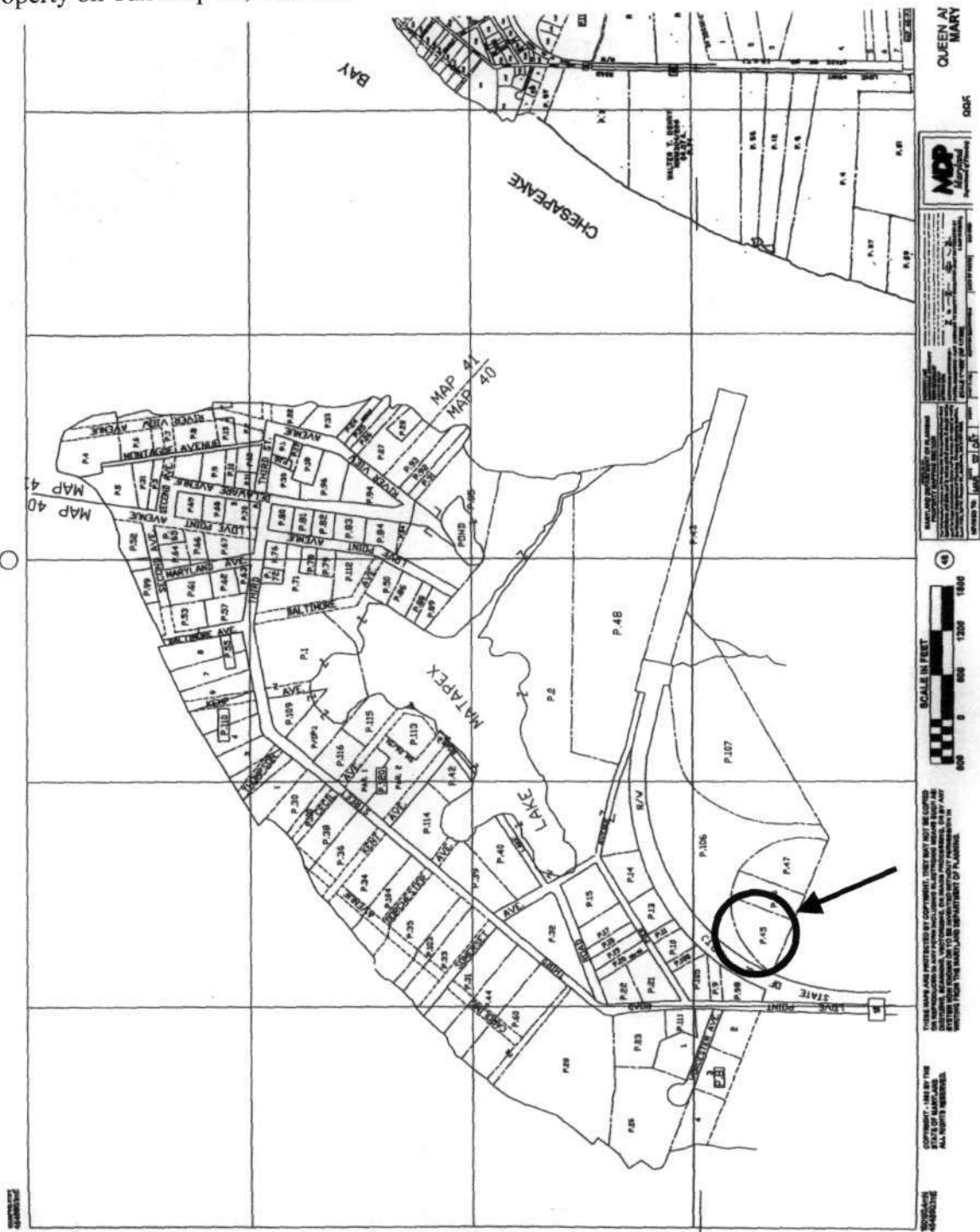


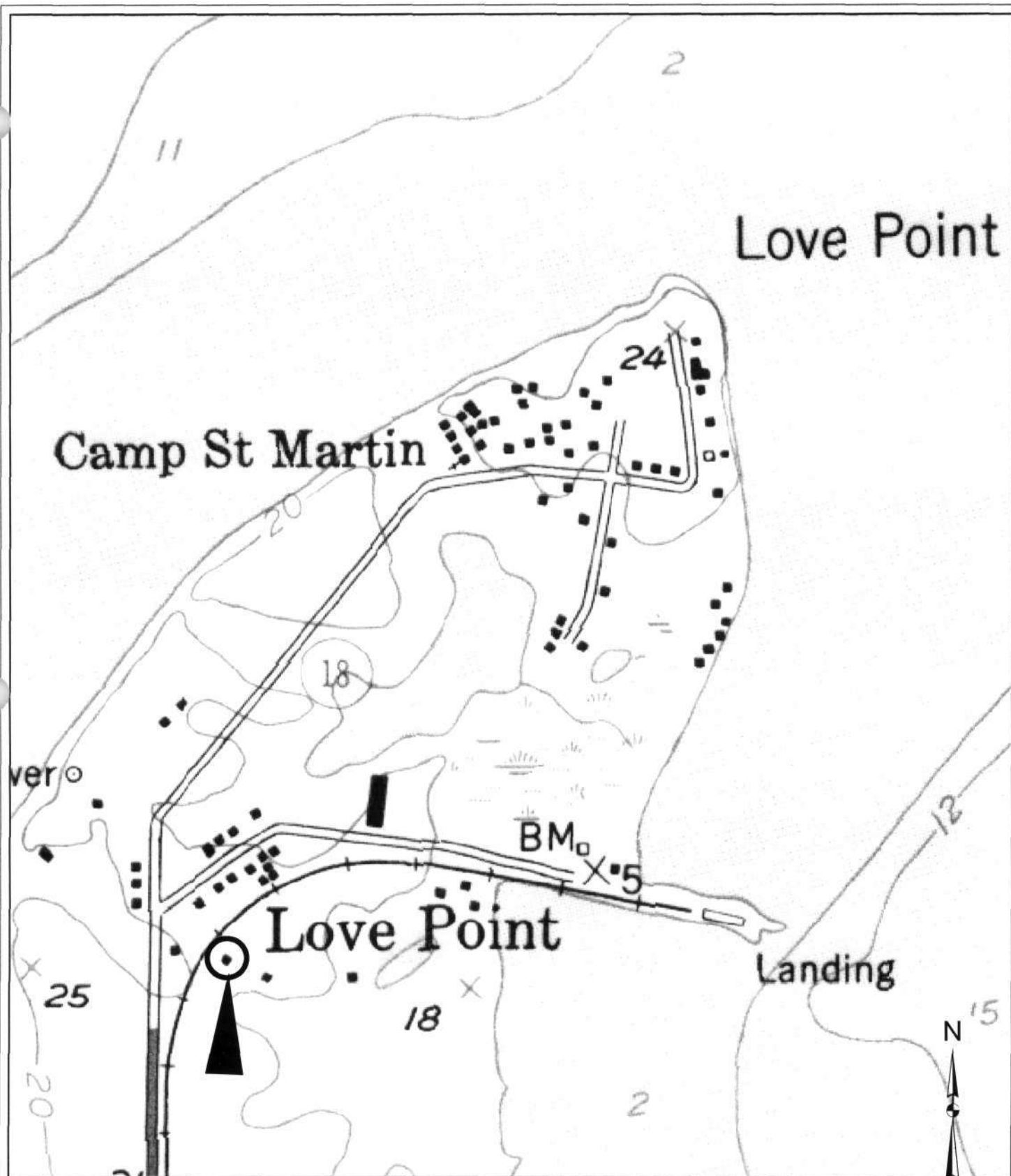
QA-628

110 HOMESTEAD LANE
MC CARTNEY



QA-628 – Maryland, Delaware and Virginia Railroad House – West
Stevensville Vicinity, Queen Anne's County
Property on Tax Map 40, Parcel 45





QA - 628
110 Homestead Lane
Stevensville Vicinity, Queen Anne's County Maryland
Love Point, Maryland Quadrangle (1:24,000)

Photo Log

QA-628 – Maryland, Delaware and Virginia Railroad House - West

Photos taken July 16, 2008

By Amanda Apple, Historic Preservation Planner

Queen Anne's County, MD

Photos printed on Epson Premium Glossy Paper with Epson UltraChrome pigmented inks

File Name(s)	Description
QA-628_2008-07-16_01 QA-628_2008-07-16_01.NEF QA-628_2008-07-16_01.TIF	Taken from the north, shows the northeast (front) façade to the left and northwest elevation to the right
QA-628_2008-07-16_02 QA-628_2008-07-16_02.NEF QA-628_2008-07-16_02.TIF	Northwest elevation to the left and southwest (rear) elevation to the right
QA-628_2008-07-16_03 QA-628_2008-07-16_03.NEF QA-628_2008-07-16_03.TIF	Southeast elevation
QA-628_2008-07-16_04 QA-628_2008-07-16_04.NEF QA-628_2008-07-16_04.TIF	Remnant of railroad tie found in gravel driveway NW of the dwelling



QA-628 EPS

MD, DE & VA Railroad House - West
Stevensville, Queen Anne's Co., MD

GAC Dept. of Land Use, et al. - July 2008

MDSHPO

NE facade and NW elevation

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MD, DE & VA Railroad House, West
Stevensville, Queen Anne's County, MD
QAC Dept. of Land Use, et al. - July 2008

MD SHPO

Northwest and southwest elevations

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MD, DE & VA Railroad House - West
Stevensville, Queen Anne's County, MD

QAC Dept. of Land Use, et al. - July 2008

MD SHPD

Southeast elevation

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QA-628

MD, DE & VA Railroad House - West
Stevensville, Queen Anne's County, MD

QAC Dept. of Land Use, et al. - July 2008

MD SHPO

Remnant of railroad tie found in
driveway NW of the dwelling

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